

BookletChart™

Lostmans River to Wiggins Pass

NOAA Chart 11430



A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker

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4	5	6	7	8	9
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Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

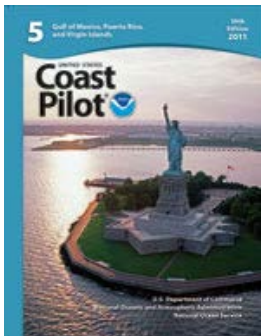
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11430>



[Coast Pilot 5, Chapter 9 excerpts].

Pavilion Key. Anchorage is available for drafts of 4 to 5 feet off the E point of the S end. The anchorage is exposed to SW winds. **Chatham River** and **Huston River** offer a connection to the shallow bays that parallel the coast. A draft of 1½ to 2 feet could be taken up these rivers, but local knowledge is necessary to avoid the numerous bars.

Chokoloskee is joined to the mainland by a causeway that has a bridge opening off

Halfway Creek. The span has a clearance of 5 feet. Two channels, privately marked by stakes, lead from the Gulf through **Rabbit Key Pass** and **Chokoloskee Pass** to the facilities at Chokoloskee. The channel

through Rabbit Key Pass was closed, and with local knowledge 2 feet could be carried in the channel through Chokoloskee Pass. At low water, during periods of N winds, very little water remains in these channels and the bay dries for the most part. Local knowledge is essential. There is no marked channel across the bay from the island to the Barron River, but with local knowledge craft drawing up to 1 foot can make it ordinarily. A channel leads from the vicinity of Jewel Key through **Sandfly Pass** and thence into a privately dredged channel across the bay to the National Park Service basin at the NW end of the causeway. The channel and basin had depths of 3 feet.

The island has four marinas. One is at the N end on the E side of the A channel, marked by daybeacons, leads SE from the channel at the mouth of the Barron River to the protected basin of the National Park Service. Depths of less than 4 feet were reported in the channel and turning basin. A visitor's center of The Everglades National Park is at the basin.

Everglades City is the tourist center for **Everglades National Park**. It is also a center for sport fishing in **The Everglades** and the offshore waters of the Gulf.

West Pass. A draft of 2 feet can be taken to West Pass Bay, thence E into Chokoloskee Bay and SE to Barron River and Everglades City. West Pass is unmarked.

Charts 11433, 11432.—Small craft can traverse the system of tidal bays, creeks, and canals from Flamingo Visitors Center to the Gulf of Mexico, 6 miles N of Northwest Cape. The route through Buttonwood Canal, Coot Bay, Tarpon Creek, Whitewater Bay, Cormorant Pass, Oyster Bay, and Little Shark River is marked by daybeacons. The controlling depth is about 3¾ feet.

The route from Flamingo to Daybeacon 48, near the W end of Cormorant Pass, is part of the Wilderness Waterway.

Wilderness Waterway is a 100-mile inside passage winding through the mangrove wilderness of Everglades National Park from Flamingo on Florida Bay to Everglades City on the Gulf of Mexico. From Daybeacon 48, near the W end of Cormorant Pass, the waterway leads N through Shark Cutoff and then through various creeks, rivers, and open bays to Everglades City. The passage above Cormorant Pass is marked by the National Park Service. The National Park Service advises that boats with cabins or high windshields or boats over 18 feet in length should not attempt the entire passage, because of the narrow creeks and overhanging branches along some portions of the waterway.

Manatees.—Regulated **speed zones** for the protection of manatees are posted in the Wilderness Waterway.

Maps of the waterway and other information are contained in a booklet entitled, "A Guide to the Wilderness Waterway of the Everglades National Park", published by the University of Miami Press, Drawer 9088, Coral Gables, FL 33124.

A **special anchorage** is on the S side of the river at Marco. (See **110.1** and **110.74**, chapter 2, for limits and regulations.) In April 1993, shoaling to 2 feet was reported in the anchorage area.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

Table of Selected Chart Notes

NOTE
Area subject to continual change.

WIGGINS PASS
Pass is subject to frequent change.

BLACKWATER RIVER
Aids in Blackwater River are private. Daybeacons "20" to "56" are not charted. Mariners should use caution when transiting the area. Shoaling has been reported between beacons "4" and "9".
Jan. 1977

NOTE
This area is subject to continual change.

HEIGHTS
Heights in feet above Mean High Water.

NOTE
This area is subject to continual change. Daybeacons 1 through 7 are not charted.

NOTE C
The aids marking Collier Bay are private.

CHATHAM AND HUSTON RIVERS
Local knowledge is necessary to avoid numerous bars.

CHOKOLOSKEE AND RABBIT KEY PASSES
Local knowledge is necessary to avoid numerous bars.

CHATHAM AND HUSTON RIVERS
Local knowledge is necessary to avoid numerous bars.

NOTE D
Depths from surveys of 1887 and 1981. Area is subject to change.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

INLAND WATERWAY
The controlling centerline depth was 4 feet from Big Marco Pass to junction daybeacon "G" except for shoaling to 3 feet at daybeacon "30A".
Oct 2005

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.341" northward and 0.702" eastward to agree with this chart.

EVERGLADES NATIONAL PARK
A recommended inland water route from Flamingo (25°08'30"N, 80°55'30"W) to Everglades City (25°51'30"N, 81°23'15"W) is indicated by a magenta line. Navigation of the route is not advisable for boats over 18 feet in length, or for boats with high cabins and windshields, because of the narrow channels and overhanging foliage in some areas.
The entire route can be traversed in a minimum of six hours with outboard motor, or in seven days by canoe. One day round trips are not recommended. Campsites are available along the route. For overnight use of campsites a backcountry permit is required. The permit may be obtained at either Flamingo or Everglades City Ranger Stations.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.341" northward and 0.702" eastward to agree with this chart.


CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.


CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

WEST PASS
An approximate depth of 5 feet (rep) may be available through West Pass to West Pass Bay, then 2 feet eastward to Chokoloskee Bay and Southeastward to Barron River and Everglades City. Local knowledge is necessary to avoid numerous bars.
April 1973

CAUTION
Entrances to Inlets
The channels are subject to continual changes. Entrance buoys are not charted because they are shifted frequently in position.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

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Covered wells may be marked by lighted or unlighted buoys.

INDIAN KEY PASS AND EVERGLADES HARBOR
The controlling depth was 5 feet on the channel centerline through Indian Key Pass to the end of the project in the Barron River (25°52'05"N, 81°23'08"W).
June 2002

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

RULES OF THE ROAD (ABRIDGED)
Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

GORDON PASS
The controlling depth for Gordon Pass channel was 10 feet to Lt. 9; thence 9½ feet to Dbn 18; thence 8 feet to Lt. 24; thence 8½ feet to the yacht basin at Naples, with 8 feet available in the basin; thence 7½ feet to the Hwy 41 bridge.
Oct 2010

MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

FACILITIES
Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

MARINE WEATHER FORECASTS NATIONAL WEATHER SERVICE				
CITY	TELEPHONE NUMBERS		OFFICE HOURS	
Miami, FL	*(305) 229-4550		24 hours daily	
Key West, FL	*(305) 295-1316		24 hours daily	
*Recording (24 hours daily)				
NOAA WEATHER RADIO BROADCASTS				
CITY	STATION	FREQ. (MHz)	BROADCAST TIMES	
Key West, FL	WXJ-95	162.40	24 hours daily	
Fort Myers, FL	WXX-83	162.475	24 hours daily	
Naples, FL	WWG-92	162.525	24 hours daily	
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS				
CITY	STATION	FREQ.	BROADCAST TIMES-CST	SPECIAL WARNING
Miami, FL	NCF	2670 kHz	10:50 AM & PM	*On receipt
Key West, FL	NOK	157.1 MHz	7:00 AM & 5:00 PM	*On receipt
*Preceded by announcement on 2182 kHz. Broadcast one hour later during Daylight Saving Time				

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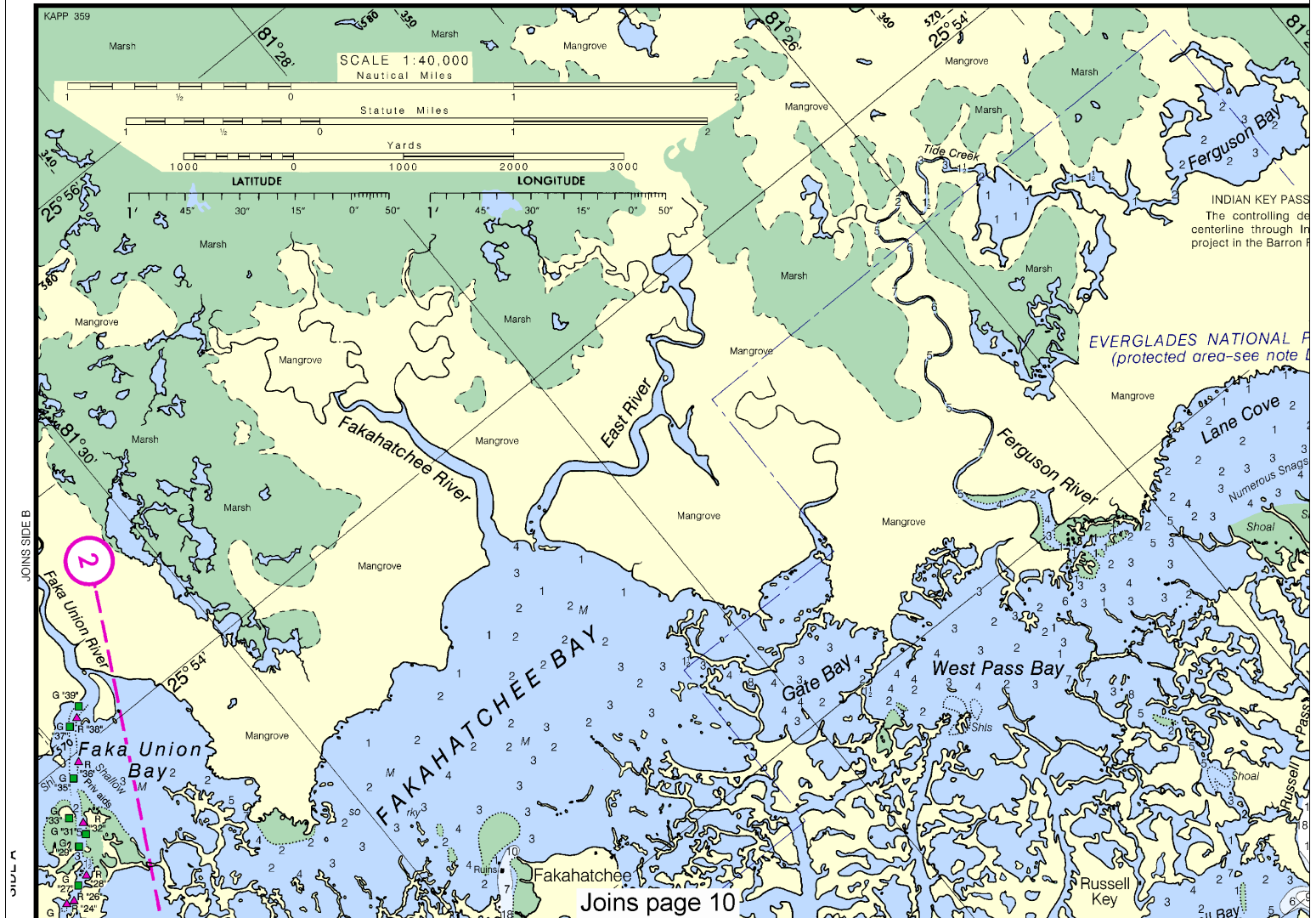
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*Preceded by announcement on 2182 kHz.
Broadcast one hour later during Daylight Saving Time

PUBLIC BO

The United States Power (USCGAUX), national org
struction programs in con
ion regarding these educ
USPS - Local Squadron
Box 30423, Raleigh, N.C.
USCGAUX-7th Coast C
Ave., Miami, FL 33131-303
Washington, D. C. 20593-



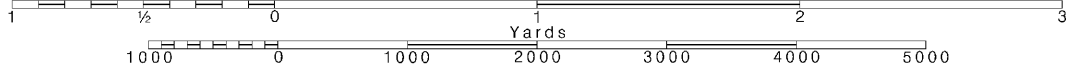
4

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

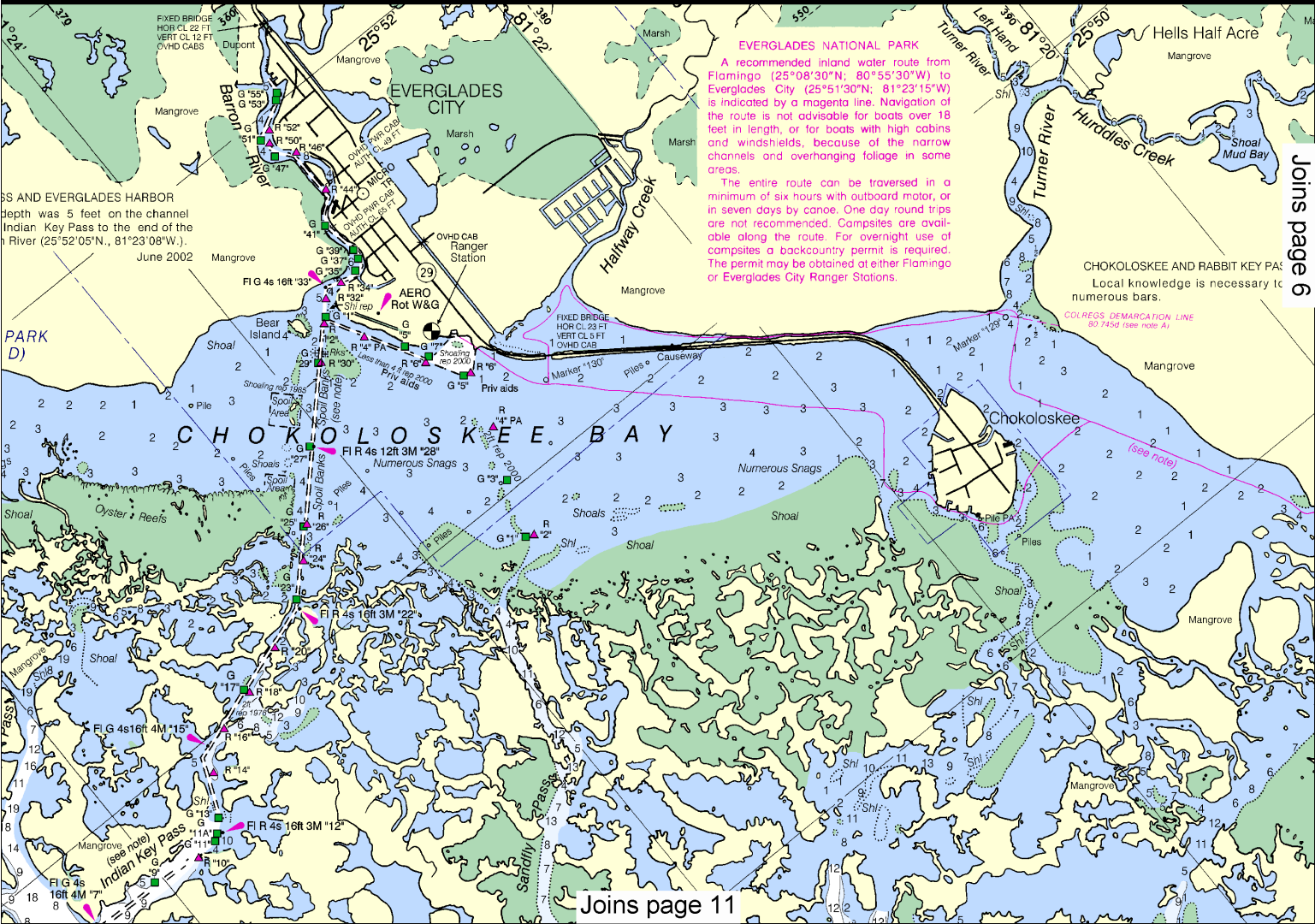
See Note on page 5.



BOATING INSTRUCTION PROGRAMS
wer Squadrons (USPS) and U.S. Coast Guard Auxiliary
rganizations of boatmen, conduct extensive boating in-
mmunities throughout the United States. For informat-
ational courses, contact the following sources:
on Commander or USPS Headquarters, Post Office
P. 27612, 919-821-0281.
Guard District, Federal Building, 909 Southwest 1st
050, Tel. 305-350-5697 or USCG Headquarters (G-BAU),
3-0001

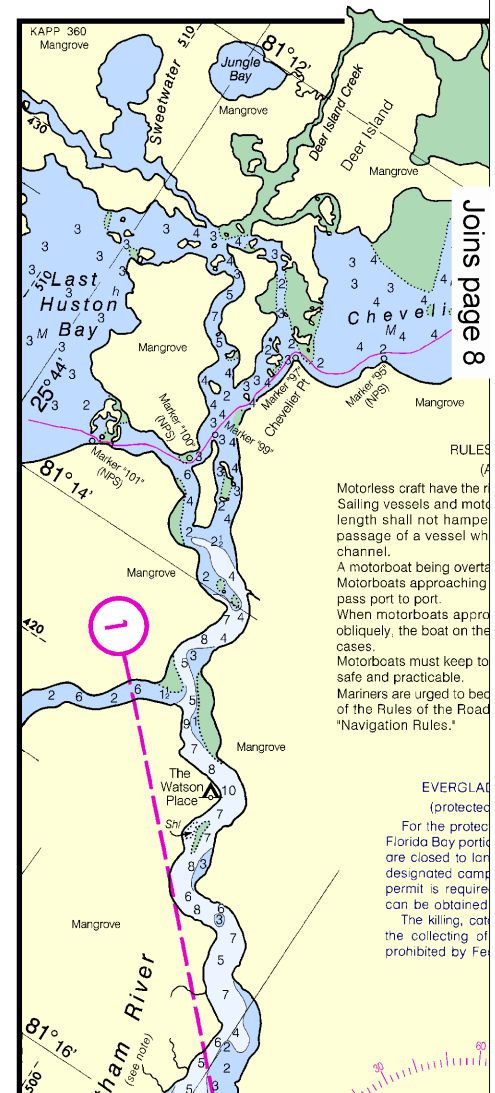
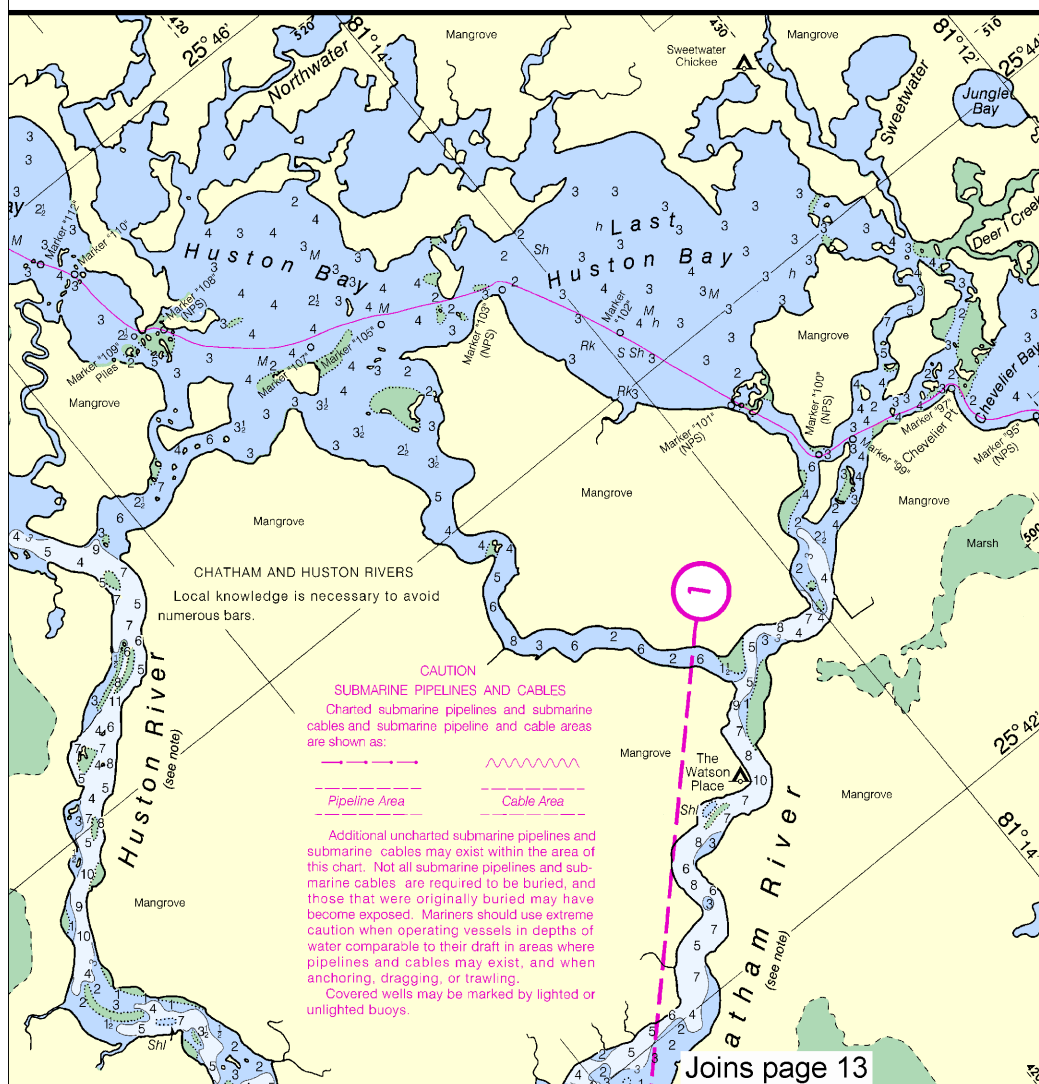
DEPTHS		SERVICES										SUPPLIES									
APPROACH FEET (REPORTED)		RAMP		REPAIRS		BOAT RENTAL		LIFT CAPACITY-TONS		CANOE-ROW-MOTOR-KAYAK		FOOD-LOGGING-CAMPING		TOILETS-SHOWERS-LAUNDRY		WINTER STORAGE		NATURAL CHART SALES		WATERCLOSET	
CHART SIDE		BERTHS-MOORINGS-PILES		SURFACES-ELECTRICITY		MARINE RAILWAY		HULL-MOTOR-NATURAL		CHARTER-HOUSE-SAIL		PUMP-OUT STATION		DIESEL OIL-GASOLINE		BRIFF-TACKLE		GROceries-HARDWARE		WATERCLOSET	
NO	SMALL CRAFT FACILITY	B	S	B	E	S	B	E	S	B	E	B	E	B	E	B	E	B	E	B	E
9	PORT OF THE ISLANDS MARINA	B	4	6	B	E	S							C	FLC	TSLP	WD	C	WI	GH	
10	WALKERS COON KEY MARINA	B	6	6	B	E	S		HMR			35	M		F	TSLP	WD	C	WI	H	
18D	CALUSA ISLAND MARINA	B	5	5	B	E	S		HMR			50				TSLP	WD	C	I	H	
19	MARCO RIVER MARINA	B	6	8	B	E	S		HMR			35	M	C		TSLP	WD	C	WI	H	
28C	NAPLES CITY DOCK	B	5	5	B	E	S							M	C	FL	TSLP	W	C	WI	GH
32A	PORT-O-CALL	B	5	5	B	E	S							M	C	FL	T	P	W	C	WI

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.
THE TABULATED "APPROACH FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

A nautical chart diagram of Florida and the Florida Keys. The map shows the state of Florida with its coastline and major cities labeled: St. Petersburg, San Carlos Bay, Naples, Marco Island, Cape Romano, Everglades City, Chokoloskee, Pavilion Key, Loxley, Everglades National Park, Homestead, Tavorner, Islamorada, Marathon, and Key West. The Florida Keys are shown as a chain of islands extending south from the mainland. The chart includes a grid with latitude and longitude coordinates. Latitude lines are marked at 26° 00' N, 26° 30' N, 27° 00' N, 27° 30' N, 28° 00' N, 28° 30' N, 29° 00' N, 29° 30' N, 30° 00' N, 30° 30' N, 31° 00' N, 31° 30' N, 32° 00' N, 32° 30' N, 33° 00' N, 33° 30' N, 34° 00' N, 34° 30' N, 35° 00' N, 35° 30' N, 36° 00' N, 36° 30' N, 37° 00' N, 37° 30' N, 38° 00' N, 38° 30' N, 39° 00' N, 39° 30' N, 40° 00' N, 40° 30' N, 41° 00' N, 41° 30' N, 42° 00' N, 42° 30' N, 43° 00' N, 43° 30' N, 44° 00' N, 44° 30' N, 45° 00' N, 45° 30' N, 46° 00' N, 46° 30' N, 47° 00' N, 47° 30' N, 48° 00' N, 48° 30' N, 49° 00' N, 49° 30' N, 50° 00' N, 50° 30' N, 51° 00' N, 51° 30' N, 52° 00' N, 52° 30' N, 53° 00' N, 53° 30' N, 54° 00' N, 54° 30' N, 55° 00' N, 55° 30' N, 56° 00' N, 56° 30' N, 57° 00' N, 57° 30' N, 58° 00' N, 58° 30' N, 59° 00' N, 59° 30' N, 60° 00' N, 60° 30' N, 61° 00' N, 61° 30' N, 62° 00' N, 62° 30' N, 63° 00' N, 63° 30' N, 64° 00' N, 64° 30' N, 65° 00' N, 65° 30' N, 66° 00' N, 66° 30' N, 67° 00' N, 67° 30' N, 68° 00' N, 68° 30' N, 69° 00' N, 69° 30' N, 70° 00' N, 70° 30' N, 71° 00' N, 71° 30' N, 72° 00' N, 72° 30' N, 73° 00' N, 73° 30' N, 74° 00' N, 74° 30' N, 75° 00' N, 75° 30' N, 76° 00' N, 76° 30' N, 77° 00' N, 77° 30' N, 78° 00' N, 78° 30' N, 79° 00' N, 79° 30' N, 80° 00' N, 80° 30' N, 81° 00' N, 81° 30' N, 82° 00' N, 82° 30' N, 83° 00' N, 83° 30' N, 84° 00' N, 84° 30' N, 85° 00' N, 85° 30' N, 86° 00' N, 86° 30' N, 87° 00' N, 87° 30' N, 88° 00' N, 88° 30' N, 89° 00' N, 89° 30' N, 90° 00' N, 90° 30' N, 91° 00' N, 91° 30' N, 92° 00' N, 92° 30' N, 93° 00' N, 93° 30' N, 94° 00' N, 94° 30' N, 95° 00' N, 95° 30' N, 96° 00' N, 96° 30' N, 97° 00' N, 97° 30' N, 98° 00' N, 98° 30' N, 99° 00' N, 99° 30' N, 100° 00' N, 100° 30' N, 101° 00' N, 101° 30' N, 102° 00' N, 102° 30' N, 103° 00' N, 103° 30' N, 104° 00' N, 104° 30' N, 105° 00' N, 105° 30' N, 106° 00' N, 106° 30' N, 107° 00' N, 107° 30' N, 108° 00' N, 108° 30' N, 109° 00' N, 109° 30' N, 110° 00' N, 110° 30' N, 111° 00' N, 111° 30' N, 112° 00' N, 112° 30' N, 113° 00' N, 113° 30' N, 114° 00' N, 114° 30' N, 115° 00' N, 115° 30' N, 116° 00' N, 116° 30' N, 117° 00' N, 117° 30' N, 118° 00' N, 118° 30' N, 119° 00' N, 119° 30' N, 120° 00' N, 120° 30' N, 121° 00' N, 121° 30' N, 122° 00' N, 122° 30' N, 123° 00' N, 123° 30' N, 124° 00' N, 124° 30' N, 125° 00' N, 125° 30' N, 126° 00' N, 126° 30' N, 127° 00' N, 127° 30' N, 128° 00' N, 128° 30' N, 129° 00' N, 129° 30' N, 130° 00' N, 130° 30' N, 131° 00' N, 131° 30' N, 132° 00' N, 132° 30' N, 133° 00' N, 133° 30' N, 134° 00' N, 134° 30' N, 135° 00' N, 135° 30' N, 136° 00' N, 136° 30' N, 137° 00' N, 137° 30' N, 138° 00' N, 138° 30' N, 139° 00' N, 139° 30' N, 140° 00' N, 140° 30' N, 141° 00' N, 141° 30' N, 142° 00' N, 142° 30' N, 143° 00' N, 143° 30' N, 144° 00' N, 144° 30' N, 145° 00' N, 145° 30' N, 146° 00' N, 146° 30' N, 147° 00' N, 147° 30' N, 148° 00' N, 148° 30' N, 149° 00' N, 149° 30' N, 150° 00' N, 150° 30' N, 151° 00' N, 151° 30' N, 152° 00' N, 152° 30' N, 153° 00' N, 153° 30' N, 154° 00' N, 154° 30' N, 155° 00' N, 155° 30' N, 156° 00' N, 156° 30' N, 157° 00' N, 157° 30' N, 158° 00' N, 158° 30' N, 159° 00' N, 159° 30' N, 160° 00' N, 160° 30' N, 161° 00' N, 161° 30' N, 162° 00' N, 162° 30' N, 163° 00' N, 163° 30' N, 164° 00' N, 164° 30' N, 165° 00' N, 165° 30' N, 166° 00' N, 166° 30' N, 167° 00' N, 167° 30' N, 168° 00' N, 168° 30' N, 169° 00' N, 169° 30' N, 170° 00' N, 170° 30' N, 171° 00' N, 171° 30' N, 172° 00' N, 172° 30' N, 173° 00' N, 173° 30' N, 174° 00' N, 174° 30' N, 175° 00' N, 175° 30' N, 176° 00' N, 176° 30' N, 177° 00' N, 177° 30' N, 178° 00' N, 178° 30' N, 179° 00' N, 179° 30' N, 180° 00' N, 180° 30' N, 181° 00' N, 181° 30' N, 182° 00' N, 182° 30' N, 183° 00' N, 183° 30' N, 184° 00' N, 184° 30' N, 185° 00' N, 185° 30' N, 186° 00' N, 186° 30' N, 187° 00' N, 187° 30' N, 188° 00' N, 188° 30' N, 189° 00' N, 189° 30' N, 190° 00' N, 190° 30' N, 191° 00' N, 191° 30' N, 192° 00' N, 192° 30' N, 193° 00' N, 193° 30' N, 194° 00' N, 194° 30' N, 195° 00' N, 195° 30' N, 196° 00' N, 196° 30' N, 197° 00' N, 197° 30' N, 198° 00' N, 198° 30' N, 199° 00' N, 199° 30' N, 200° 00' N, 200° 30' N, 201° 00' N, 201° 30' N, 202° 00' N, 202° 30' N, 203° 00' N, 203° 30' N, 204° 00' N, 204° 30' N, 205° 00' N, 205° 30' N, 206° 00' N, 206° 30' N, 207° 00' N, 207° 30' N, 208° 00' N, 208° 30' N, 209° 00' N, 209° 30' N, 210° 00' N, 210° 30' N, 211° 00' N, 211° 30' N, 212° 00' N, 212° 30' N



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HORIZONTAL DATUM

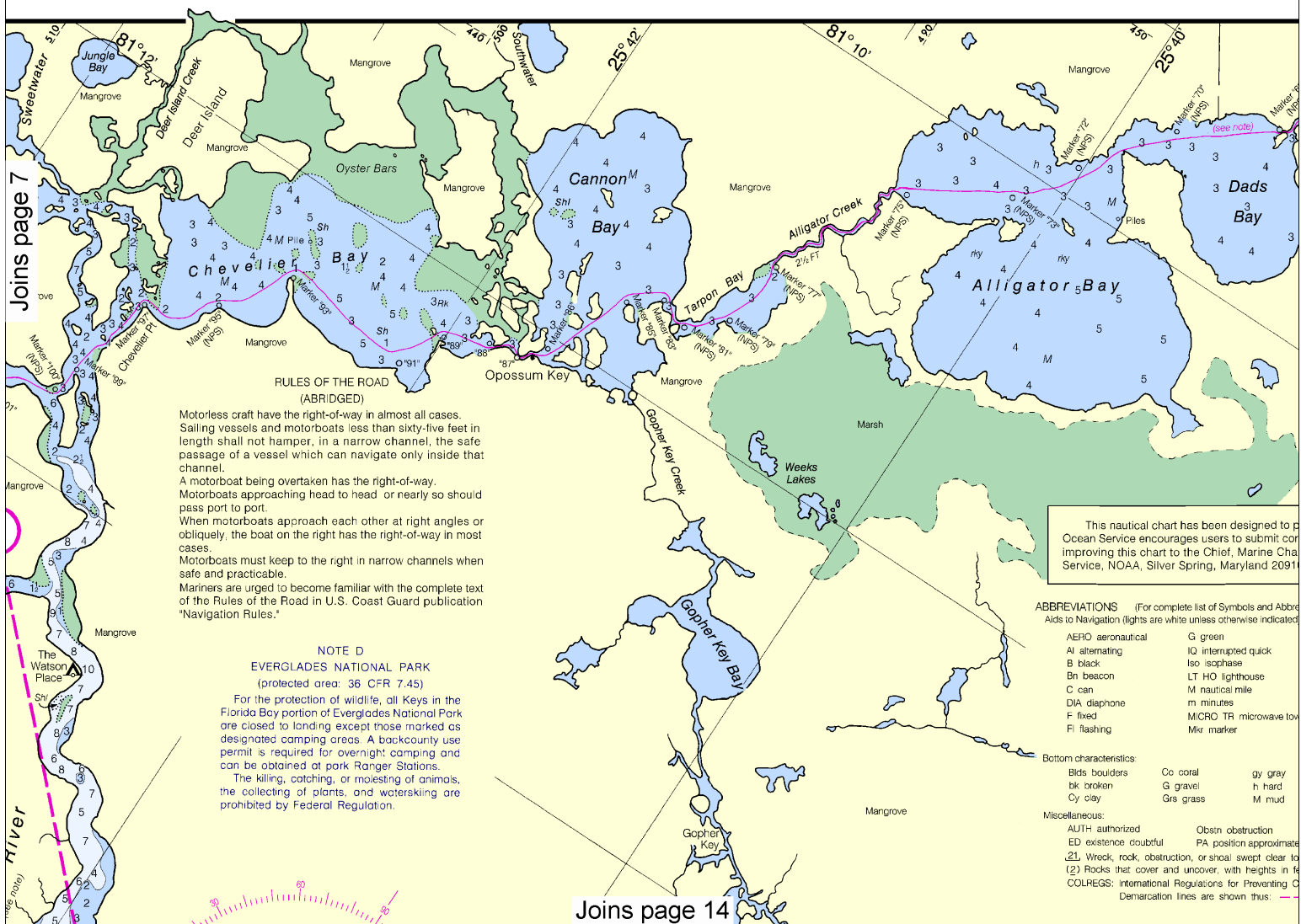
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.341" northward and 0.702" eastward to agree with this chart.

PRINT-ON-DEMAND CHARTS

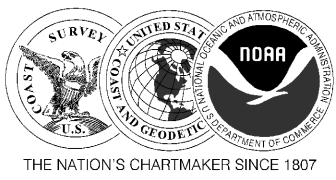
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ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Naples Power Squadron, District 22, United States Power Squadrons, in continually providing essential information for revising this chart.



MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)



HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

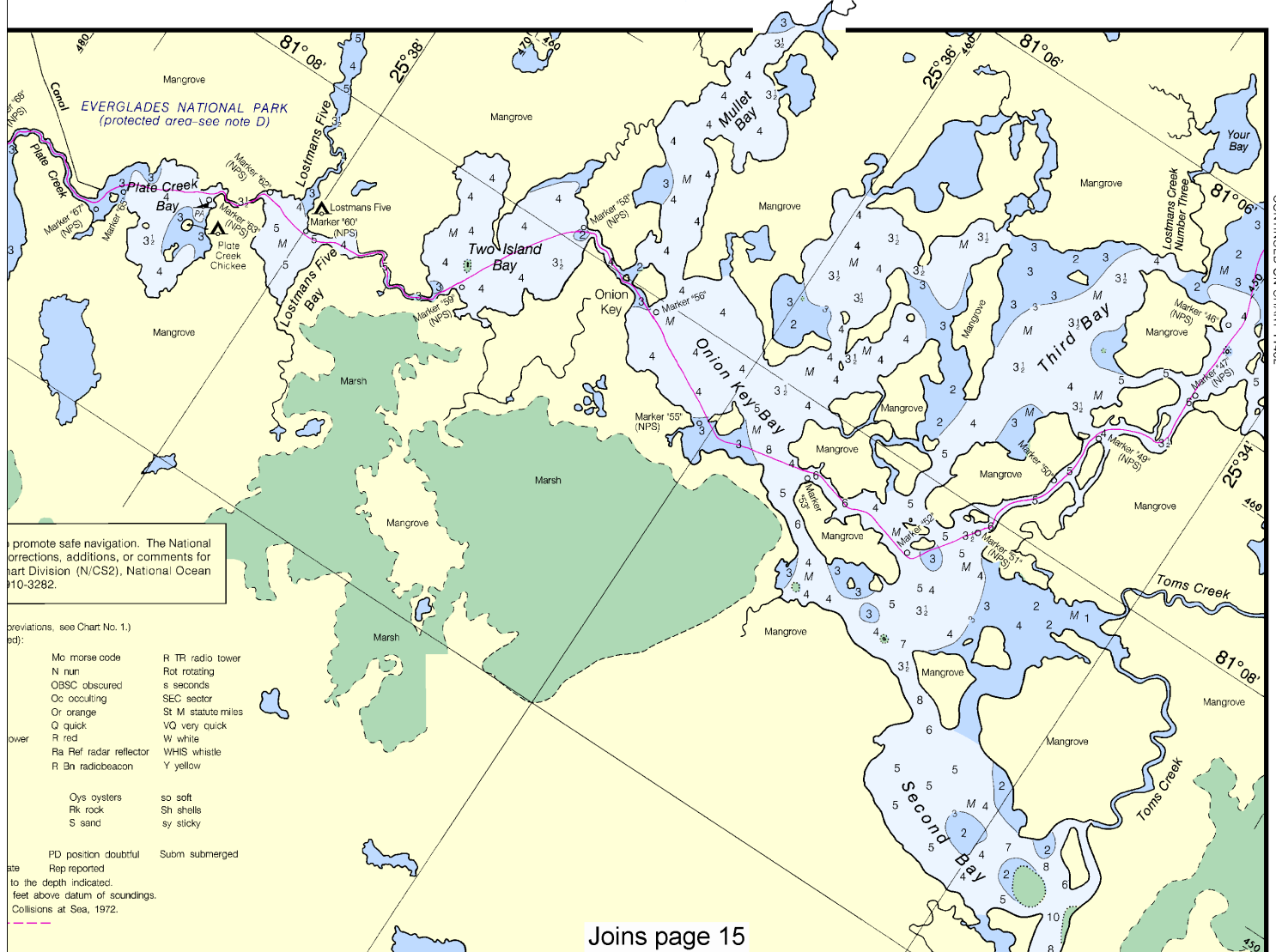
FLORIDA
LOSTMANS RIVER
TO WIGGINS PASS

NSN 7642014010244
NGA REFERENCE NO. 11XHA11430

ED. NO. 27

Chart 11430 27th Ed., Mar. /09
Corrected through NM Mar. 14/09, LNM Mar. 10/09

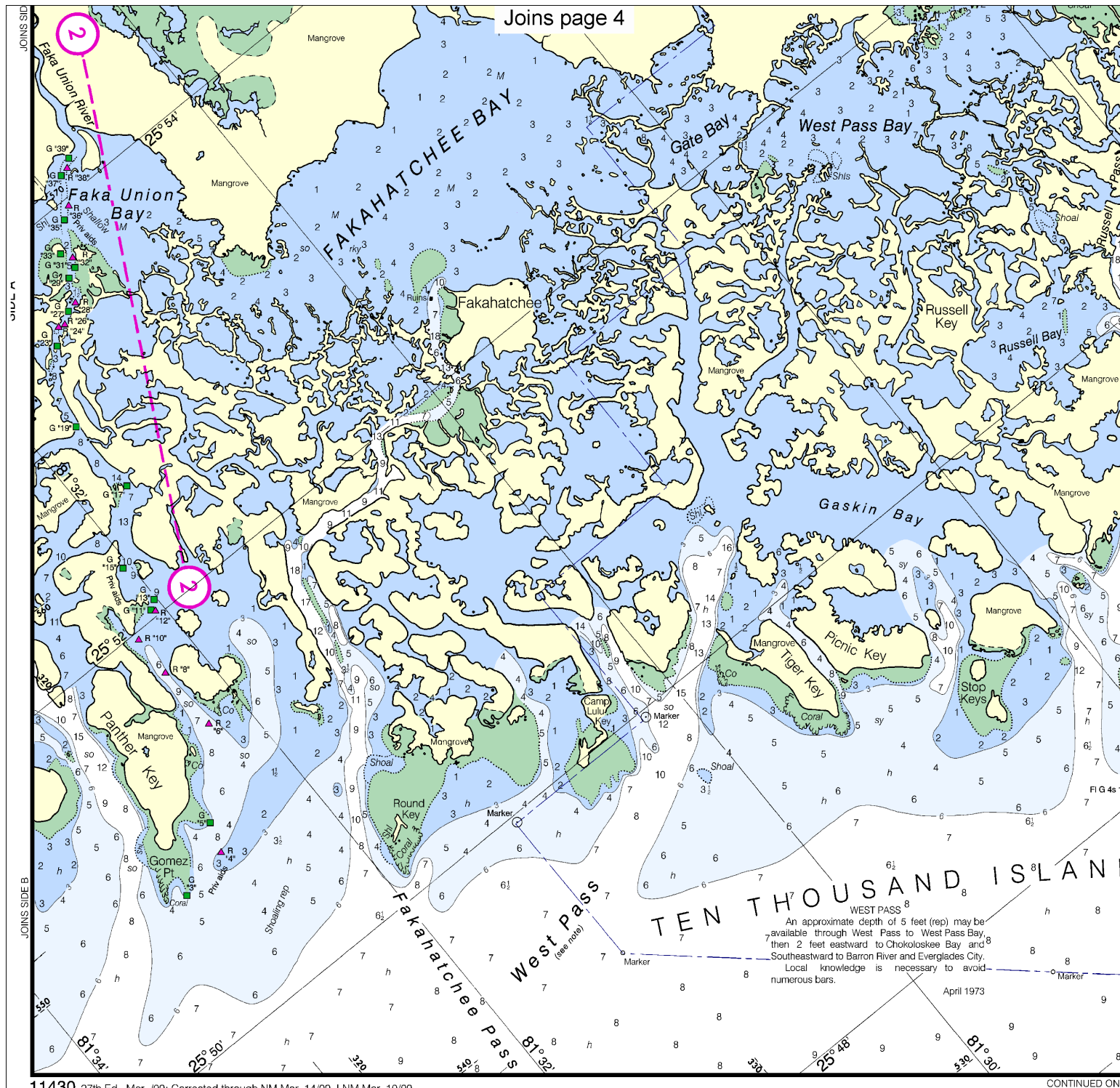
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Joins page 15

CONTINUED ON CHART 11432

SIDE A



Joins page 16

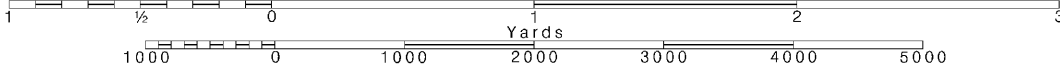
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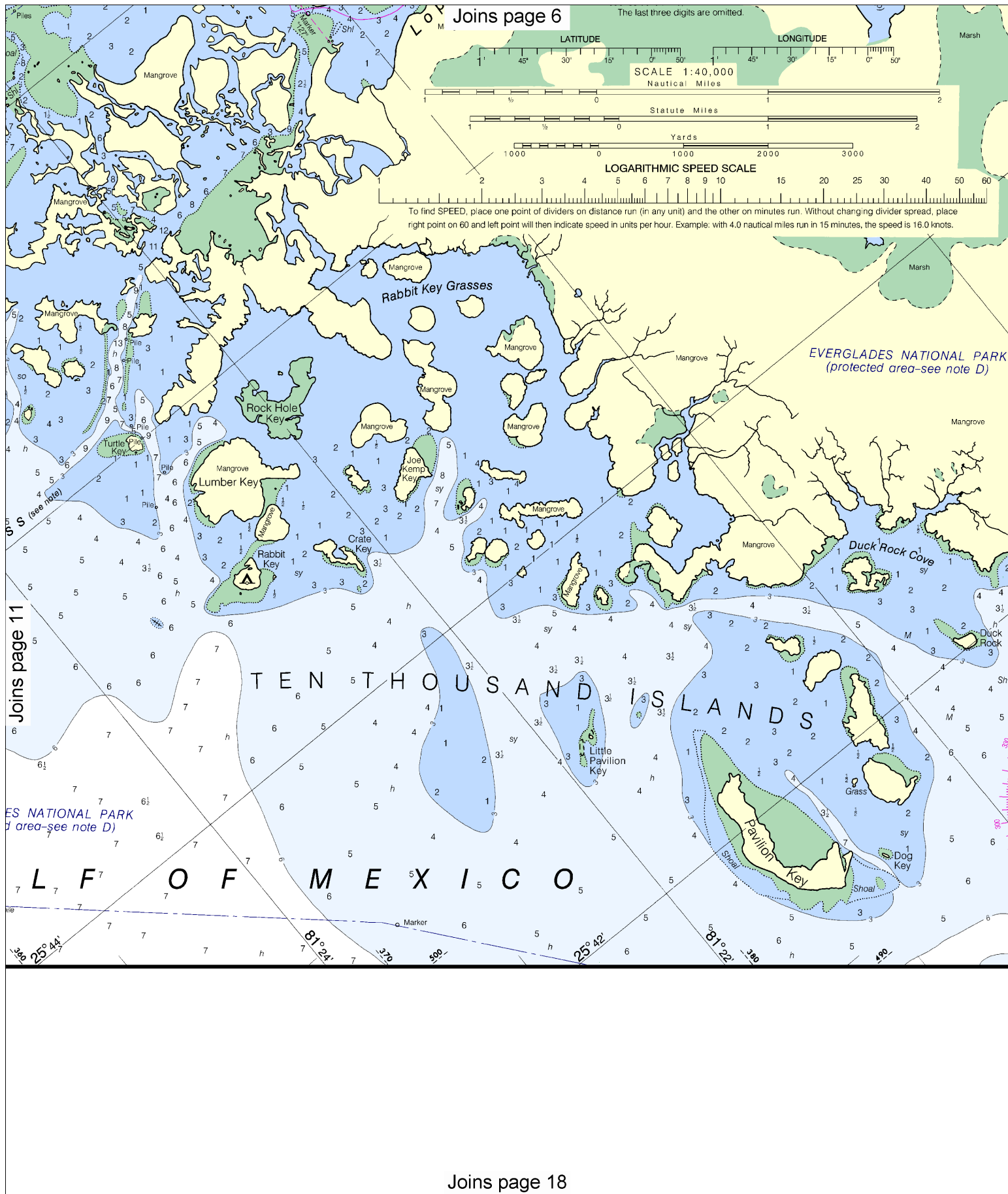
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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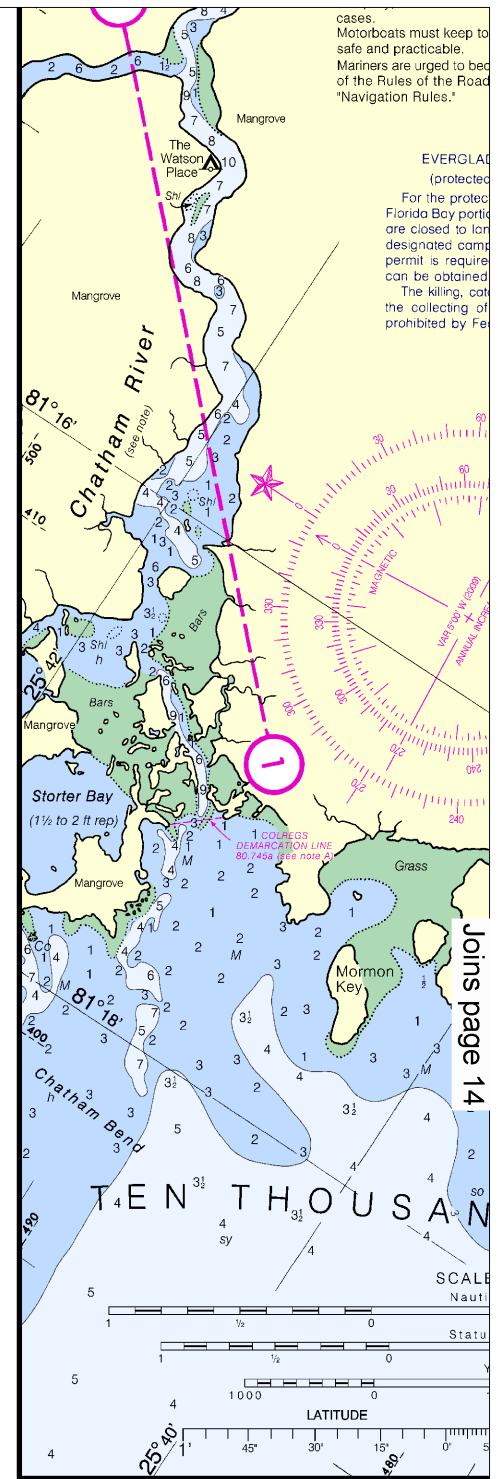
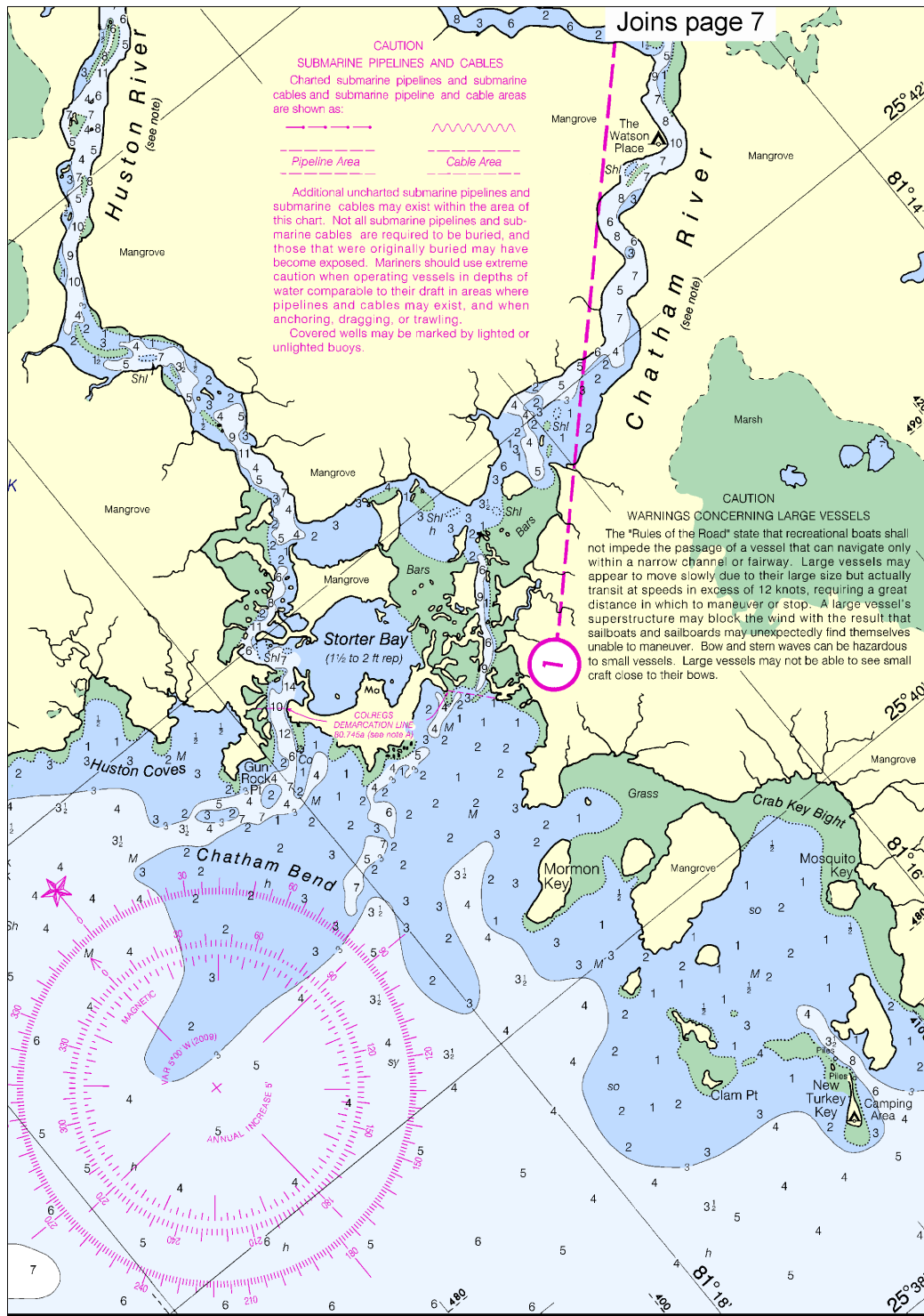
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

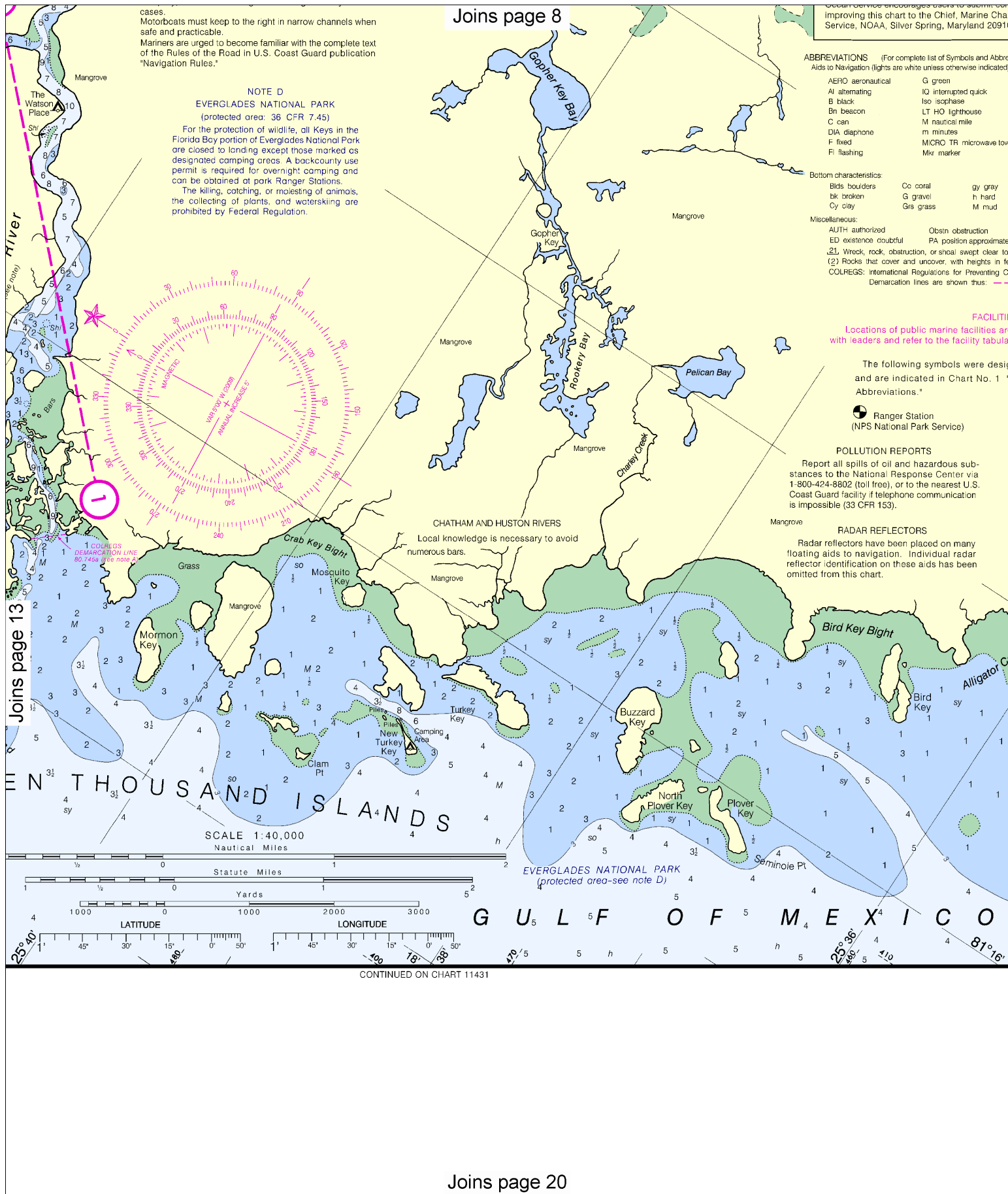
SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 19

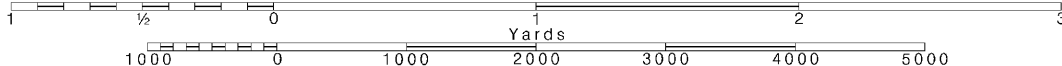


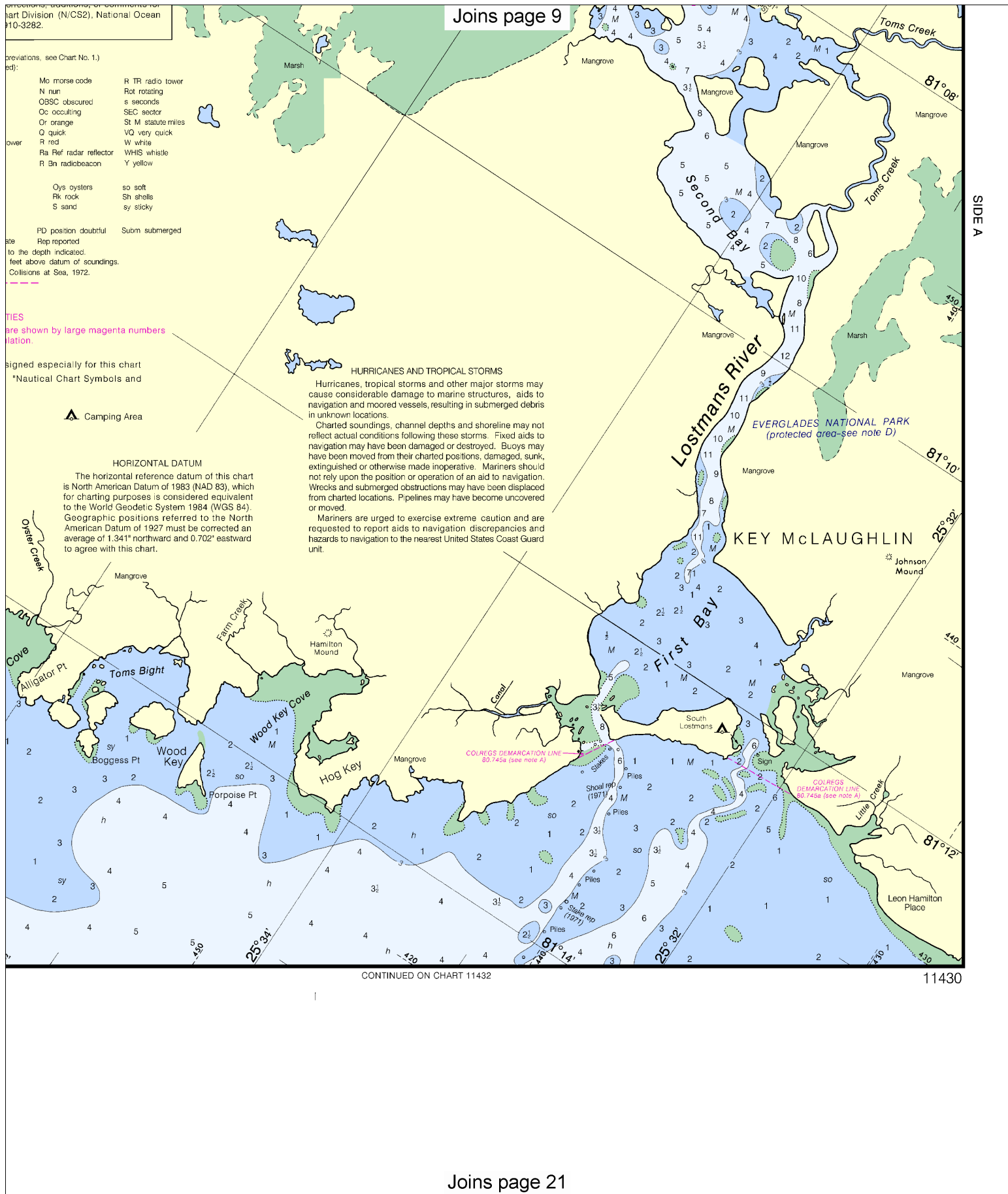
Note: Chart grid lines are aligned with true north.

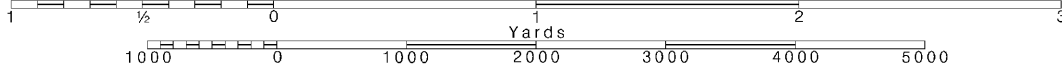
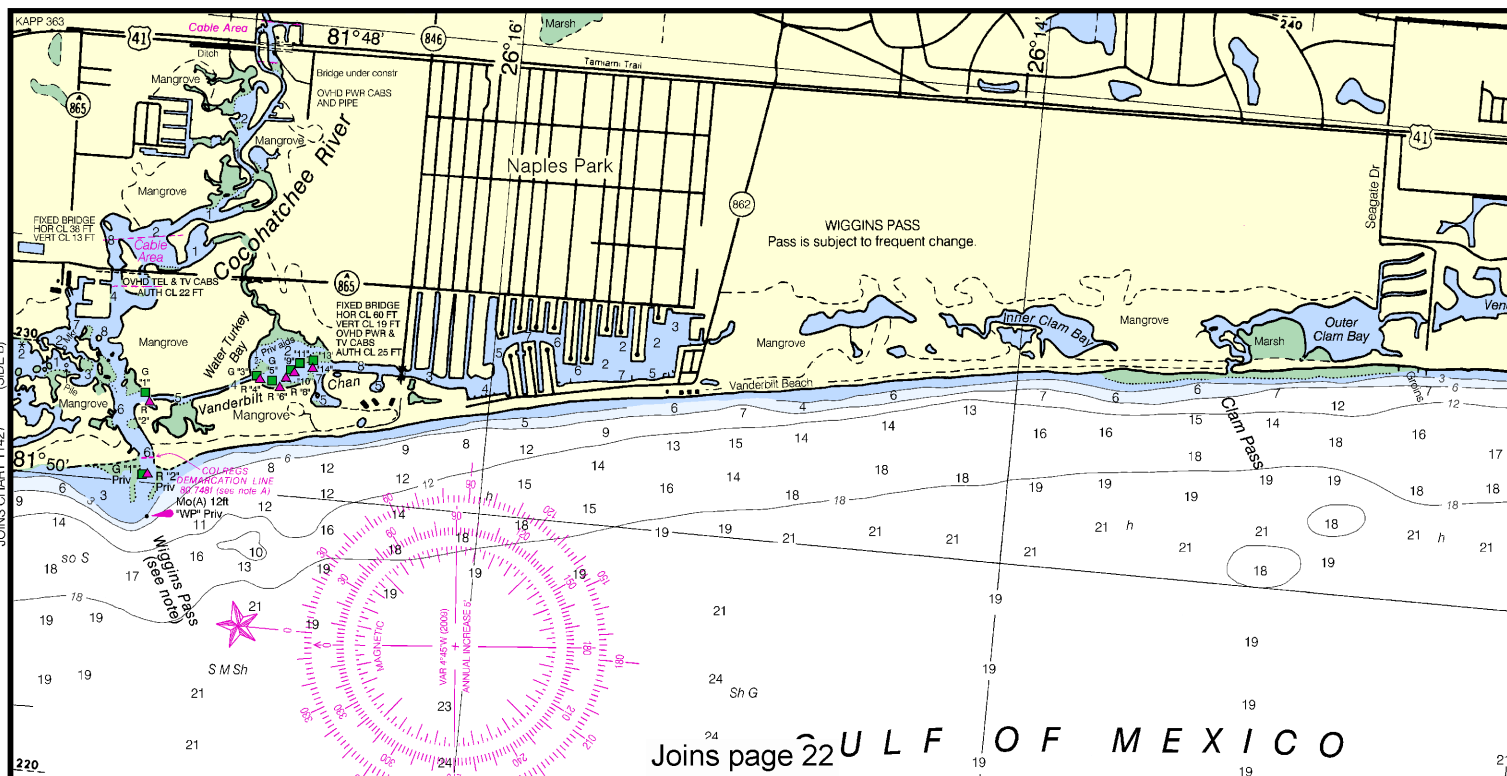
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SCALE 1:40,000
Nautical Miles

See Note on page 5.

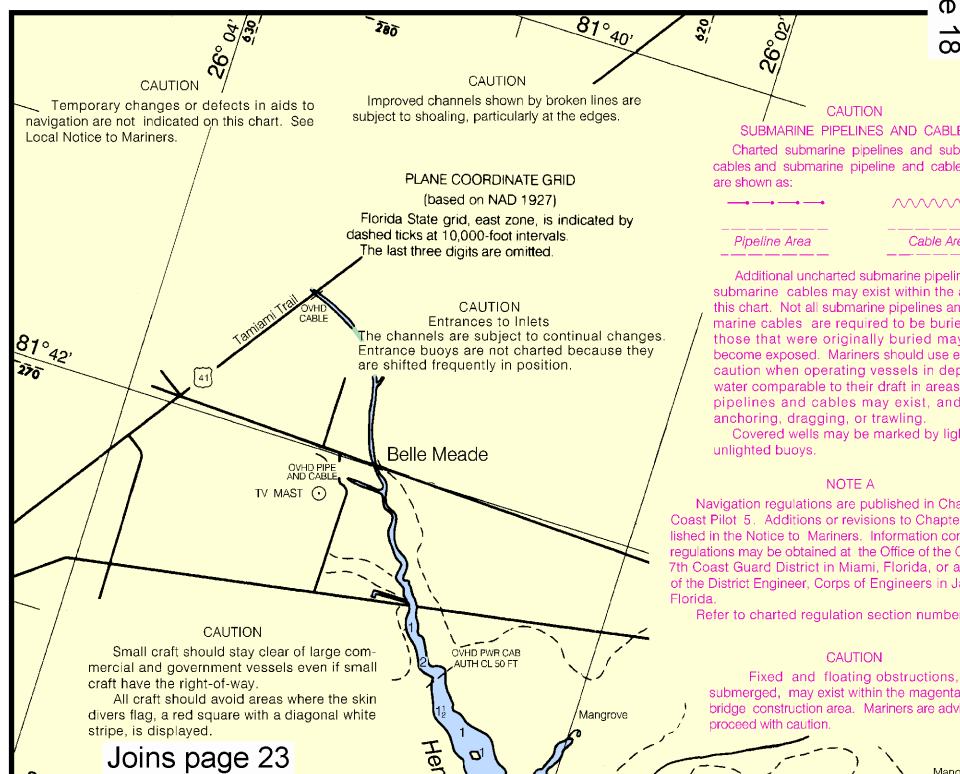
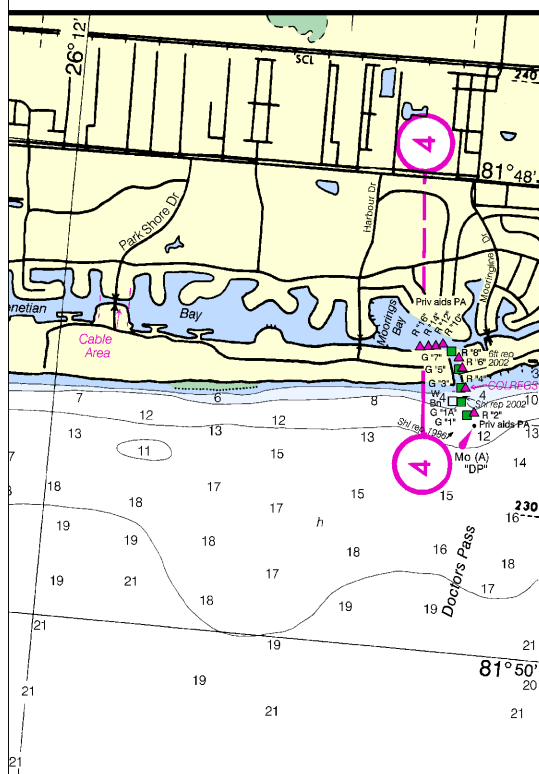




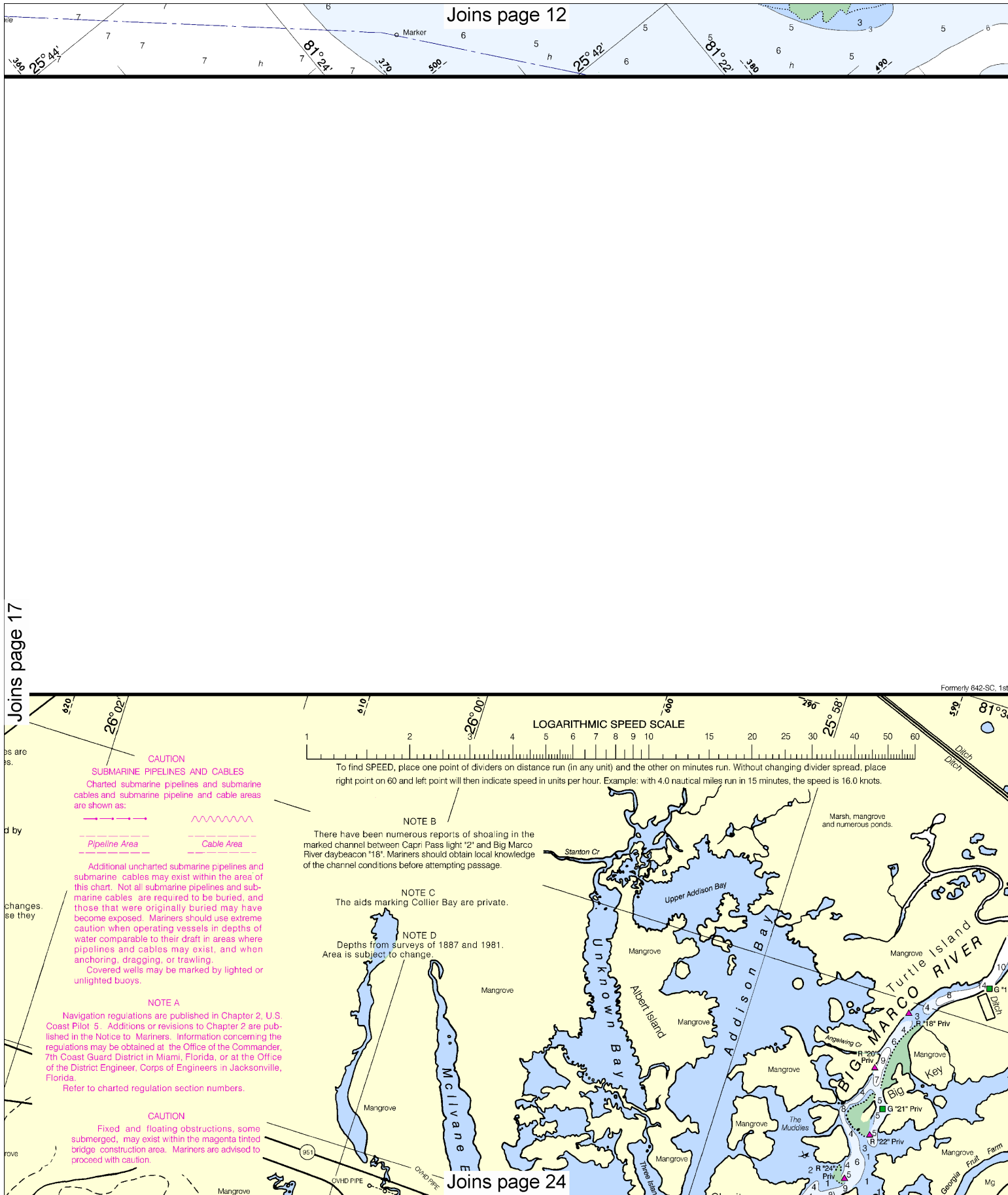


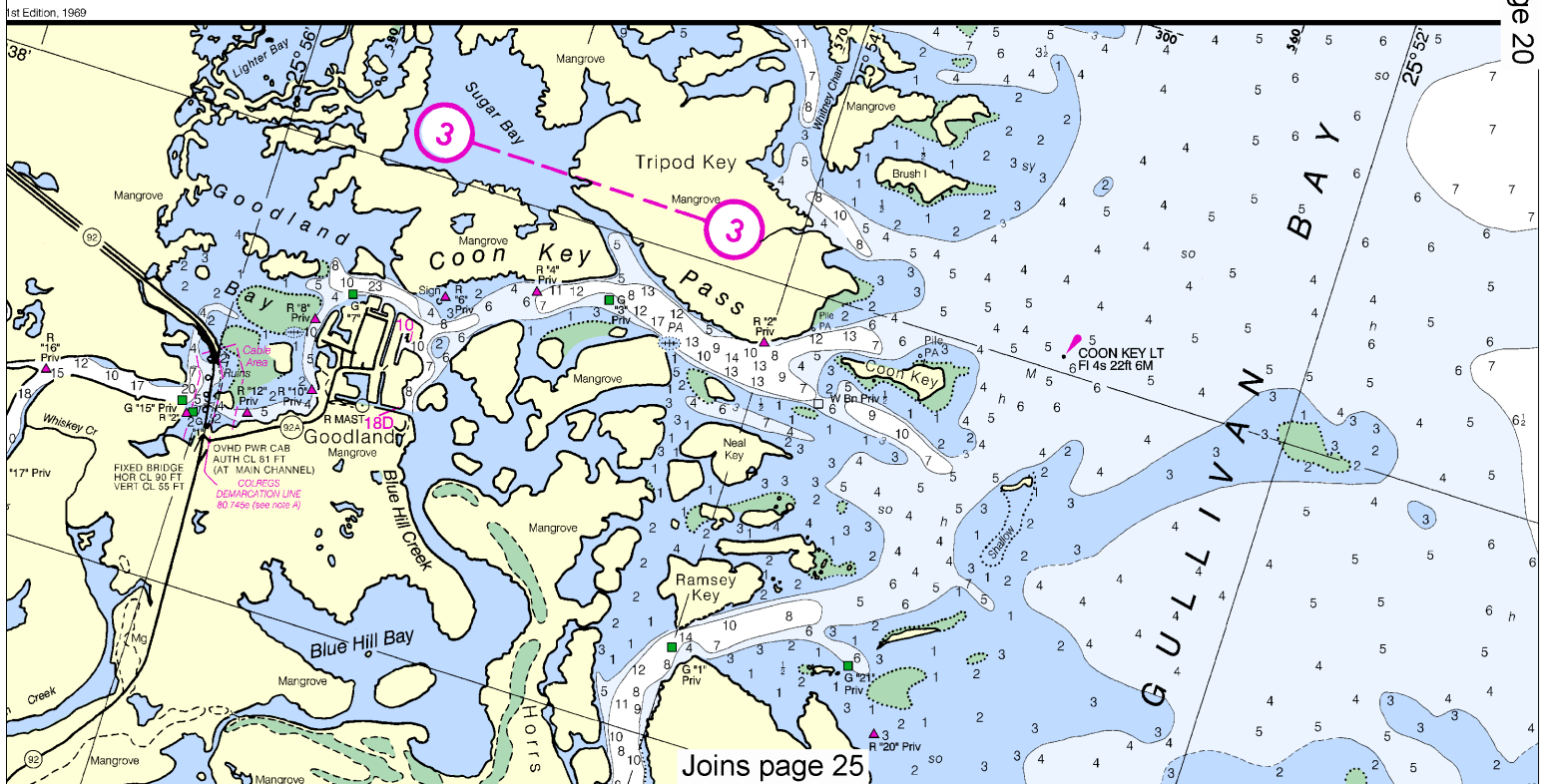
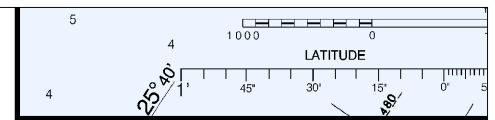
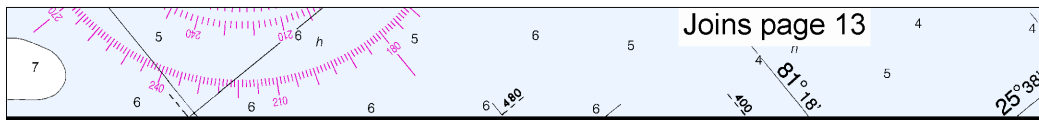


N CHART 11429

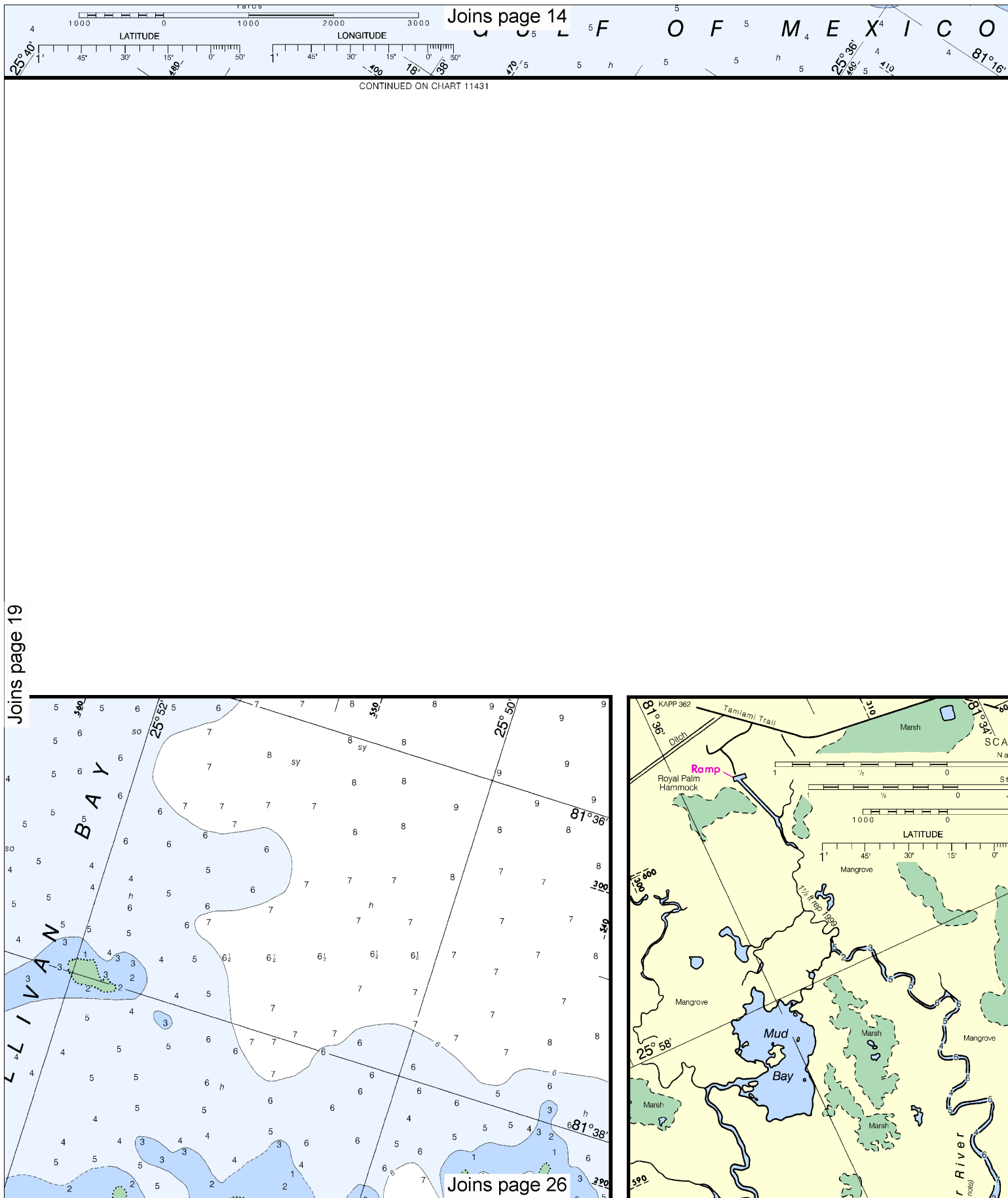


Joins page 18





Joins page 20



20

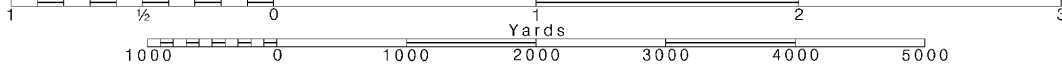
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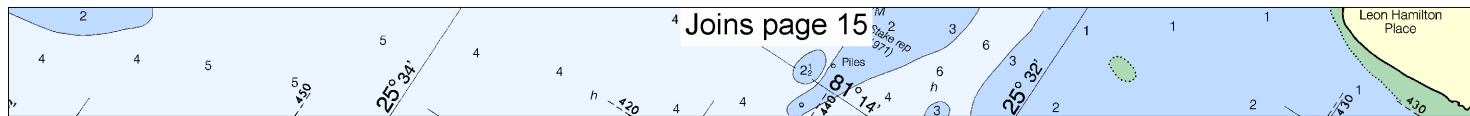
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SCALE 1:40,000

Nautical Miles

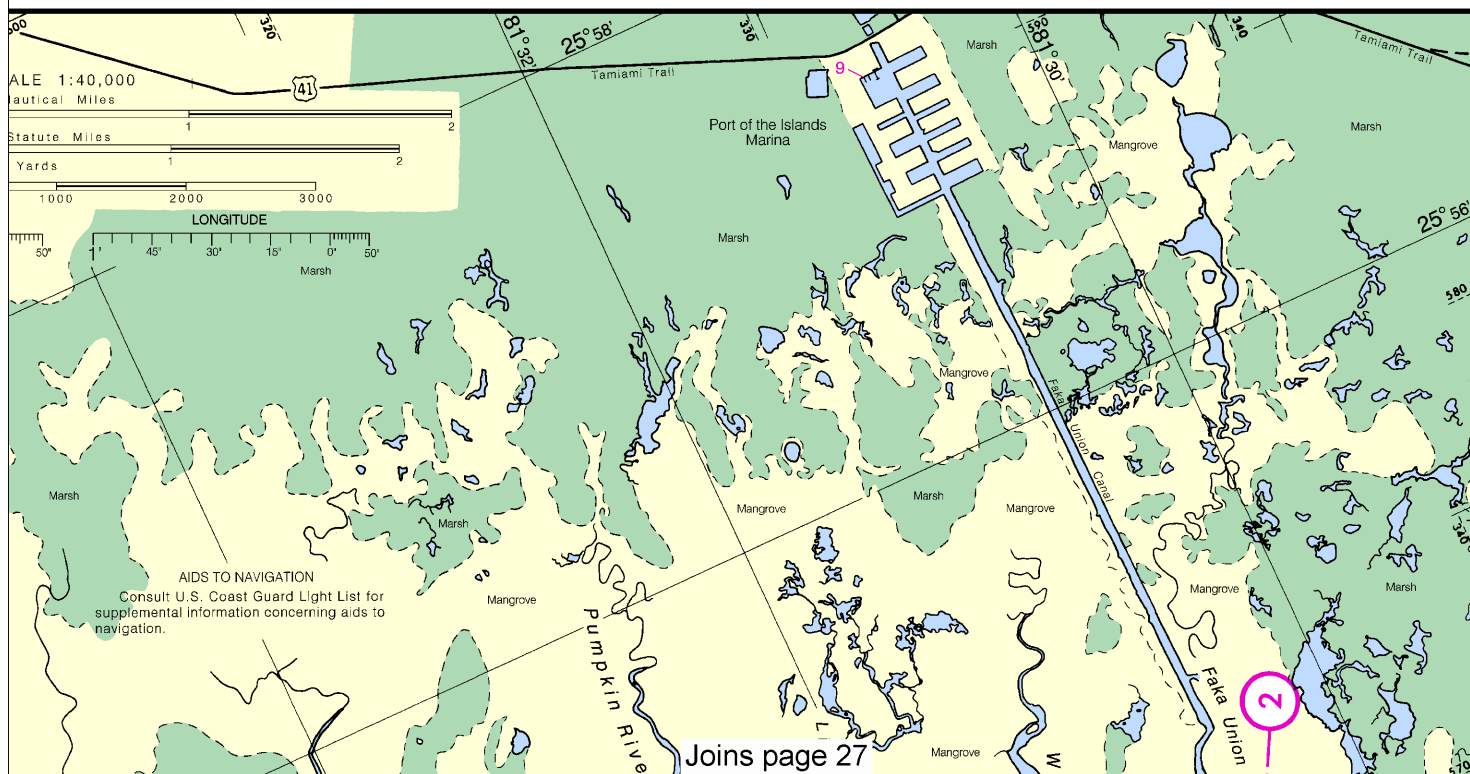
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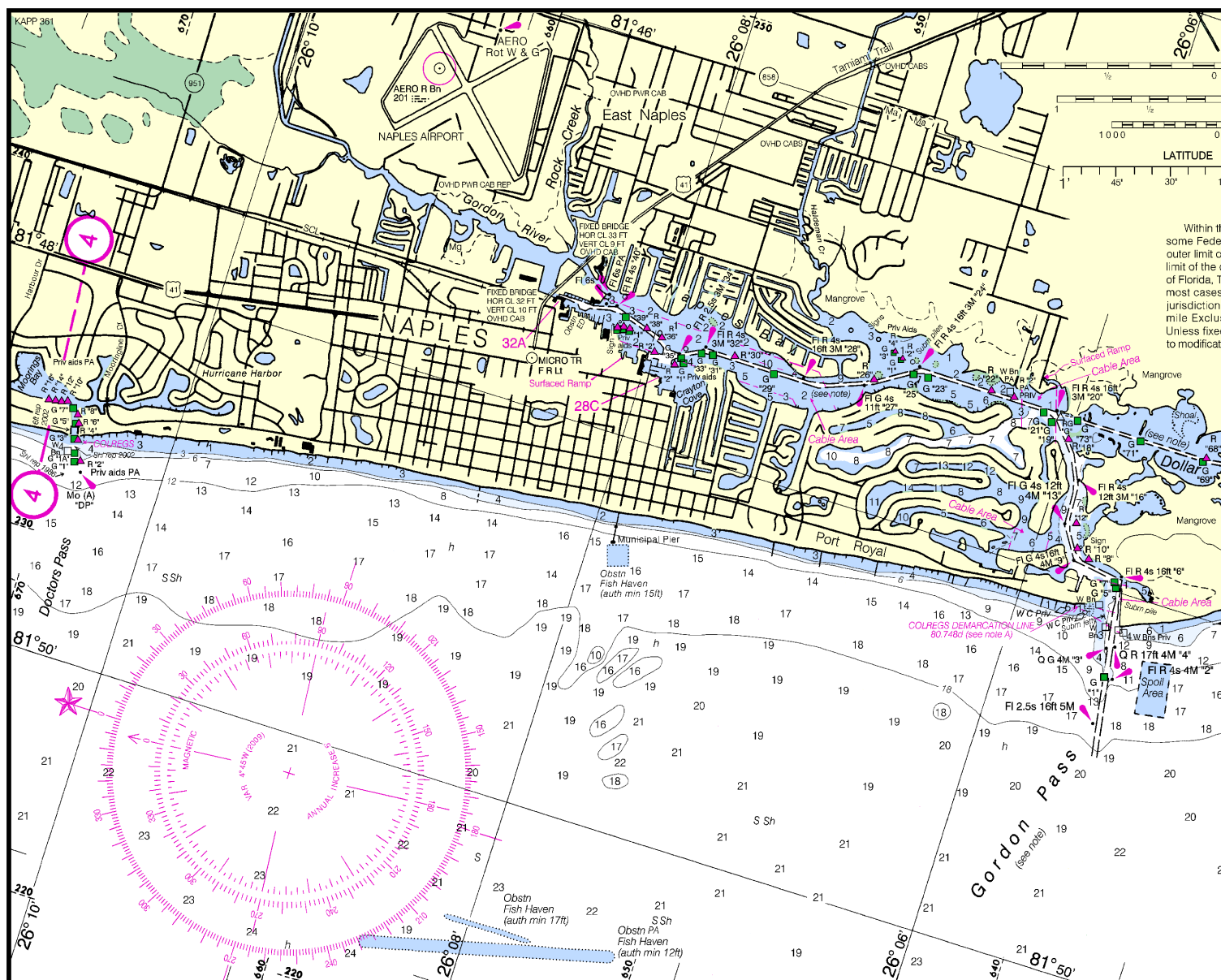
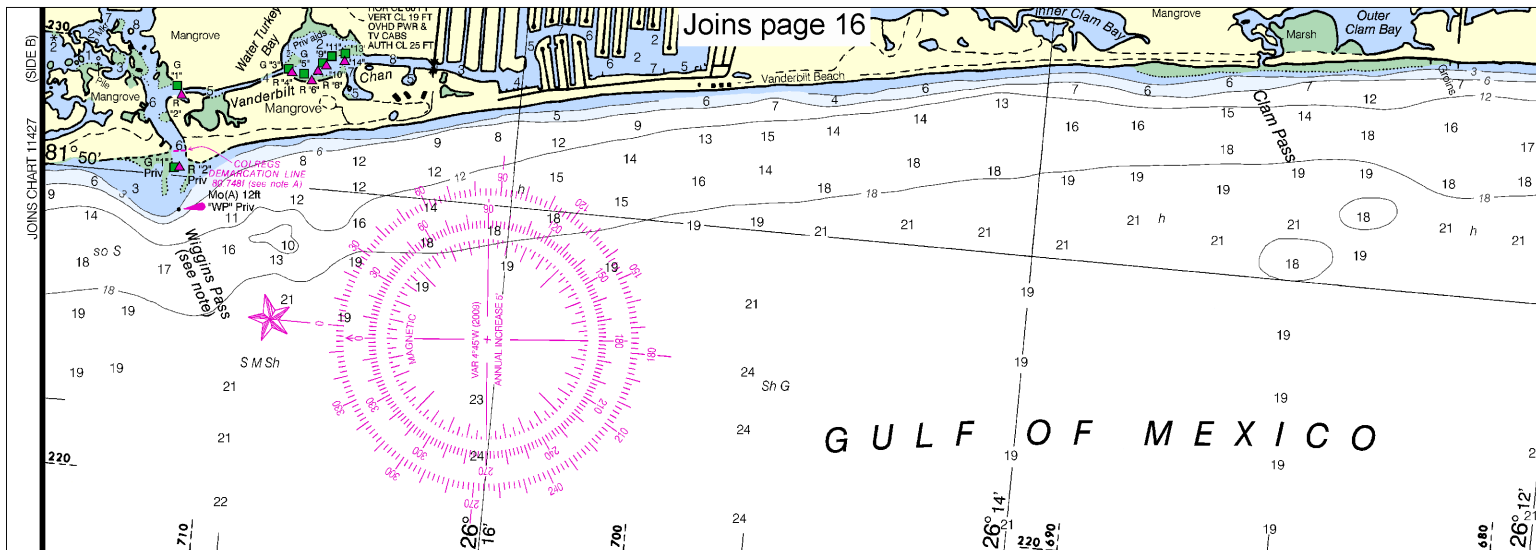




CONTINUED ON CHART 11432

11430



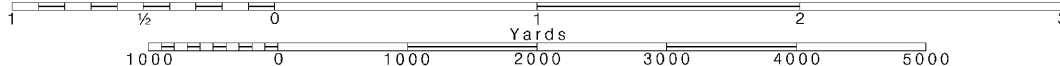


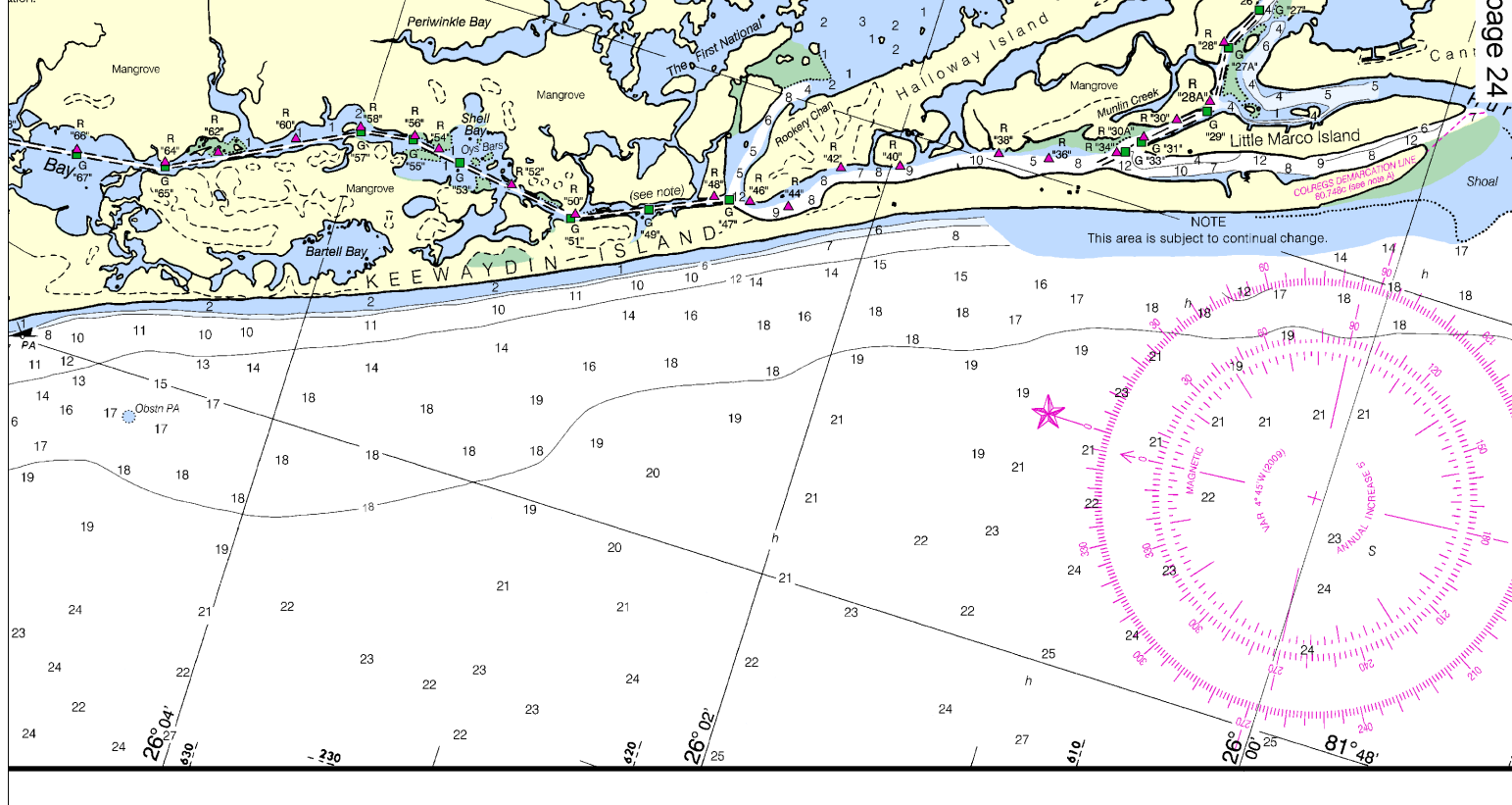
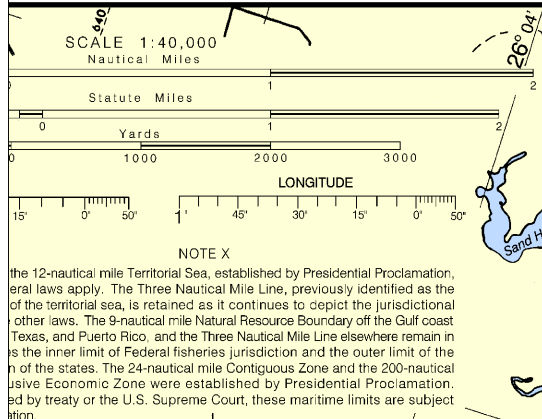
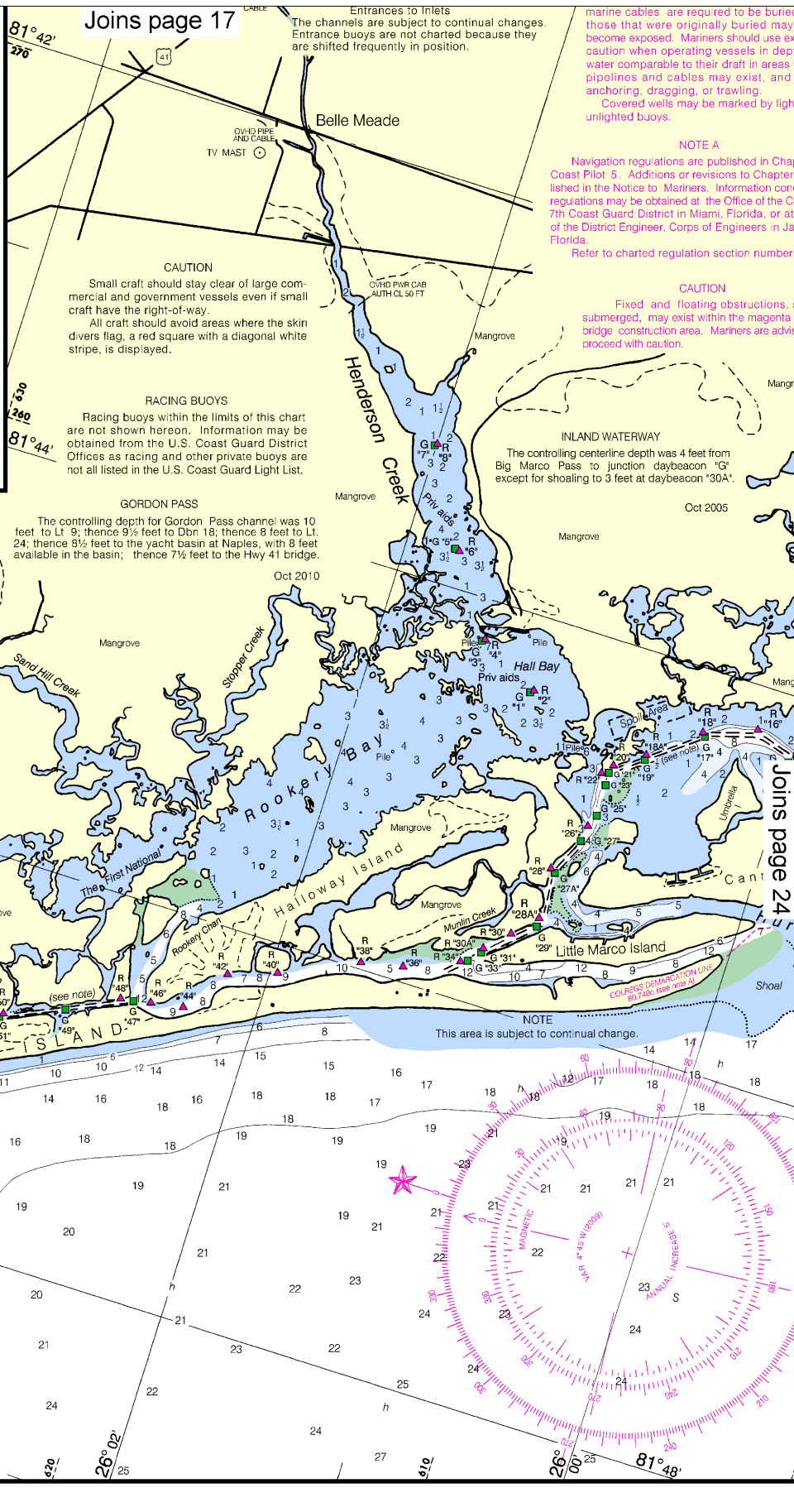
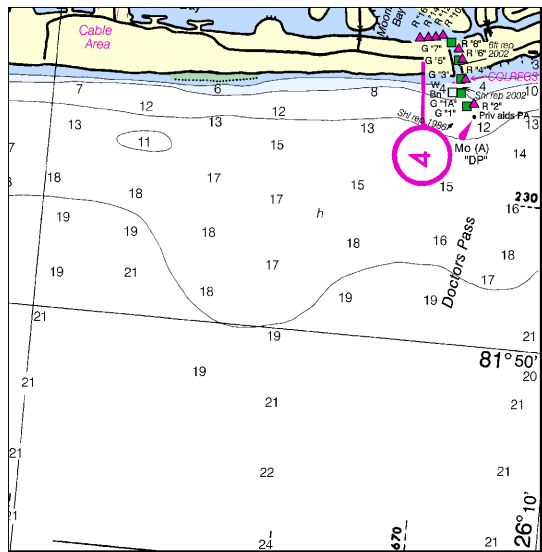
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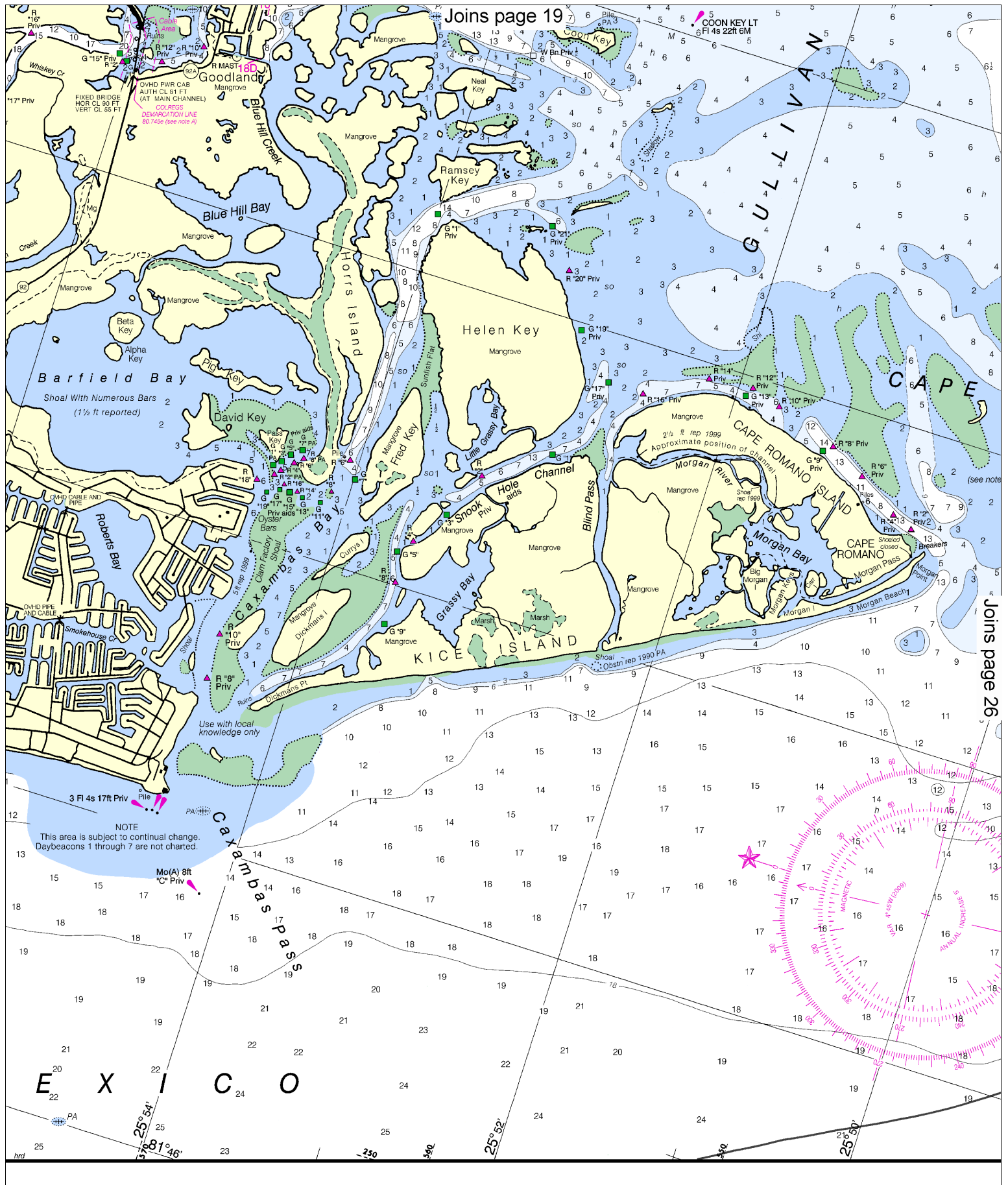
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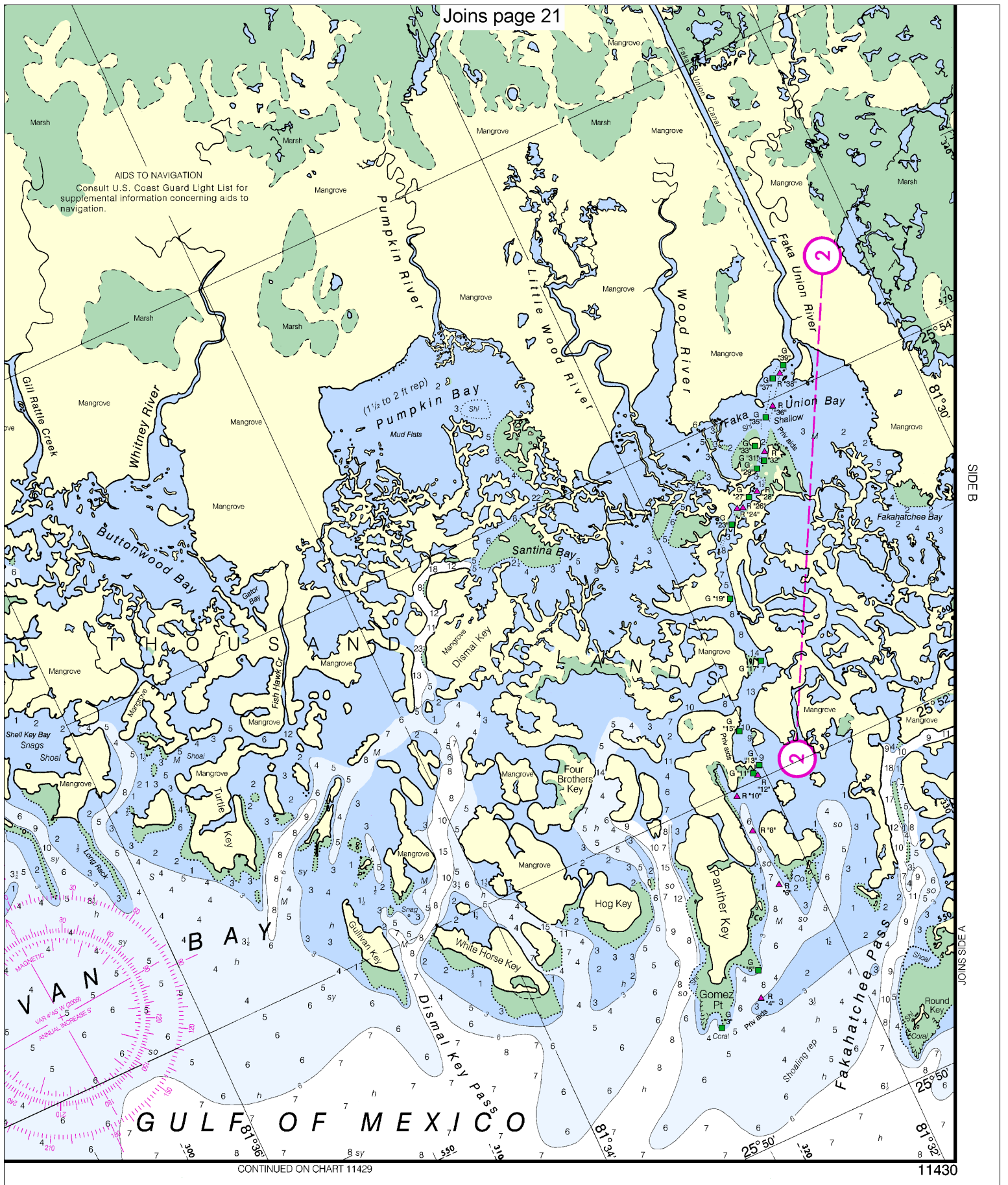
SCALE 1:40,000
Nautical Miles

See Note on page 5.











VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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NOAA's Office of Coast Survey



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